

TEA-3 Priorities Projects

REGIONAL COUNCIL ATTACHMENT #4.2.1

Thursday, Feb. 6, 2003

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REPORT

DATE: February 6, 2003

TO: The Regional Council
The Transportation and Communications Committee

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SUBJECT: TEA-3 Regional Priority Projects List

EXECUTIVE DIRECTOR'S APPROVAL



RECOMMENDED ACTION:

Authorize SCAG staff to continue working with the county transportation commissions and other stakeholders to finalize the TEA-3 priority projects list. This list will be utilized in SCAG's Federal legislative advocacy efforts.

BACKGROUND:

For several months now SCAG staff along with the staffs at Metrolink the five county transportation commissions (MTA, OCTA, RCTC, SANBAG, VCTC) and the County of Imperial have been developing a regional priority projects list for TEA-3. This list which is known as the "Southern California's Consensus Program for TEA-21 Reauthorization," is in its final draft form and once it is completed, will be utilized by SCAG and the county transportation commissions when lobbying for the reauthorization of the Federal transportation program "TEA-3".

The Consensus Program includes several transportation projects that are found in the 2001 Regional Transportation Plan. These projects represent a series of investment priorities that will strengthen the region's transportation system and benefit the national economy by increasing the productivity of existing national investments in the region's surface transportation system. As is described in the attachment, the selection process for the projects was governed by a criterion that was established by SCAG in cooperation with the commissions.

As is mentioned above, the priority projects list is in final draft form and should be finalized with the commissions in the in the coming days.

FISCAL IMPACT:

All work related to adopting the recommended staff action is contained within the adopted FY 2002/2003 budget and adopted 2003 SCAG Legislative Program and does not require the allocation of any additional financial resources.

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SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

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Southern California's Consensus Program for TEA-21 Re-Authorization

Southern California, home to 17 million people, is the most populous metropolitan region in the country, exceeded in population by only two states. The region's extensive, multimodal transportation system supports a highly diversified \$583 billion regional economy. The six county Southern California region's gross regional product is 6 percent of the national GDP. On a comparative basis, Southern California is the tenth largest economy in the world.

During the 1990's international trade emerged as a mainstay of the region's economy. The region is now the largest gateway for trade in the country with \$270 billion annually in exports and imports flowing through its seaports and airports. This is 25 percent of the country's total trade. Fifty percent of the imports are destined for markets across the country.

To be sure, the benefits from trade are significant, but they are imposing an additional burden on a beleaguered surface transportation system. The reauthorization of TEA-21 offers the opportunity to mitigate these burdens by committing funding to selected regional investments.

Southern California's TEA-21 Reauthorization Consensus

The Southern California Association of Governments (SCAG), comprising the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, has joined with public and private organizations from throughout the region and California in supporting the California Principles for Reauthorization of TEA-21. SCAG is proud to be a partner in this historic statewide consensus. TEA-21, with its emphasis on flexible funding, regional choice and performance oriented investments, has allowed the region and the state's other regions to respond creatively to meeting their future transportation needs.

Within Southern California, a consensus has been reached on specific regional projects that merit funding through the reauthorization of TEA-21. These investments will strengthen the region's transportation system in order to better serve the national economy; to increase the productivity of existing national investments in the region's

surface transportation system; and to ensure that the region meets national air quality standards.

The selection of projects was governed by the following objectives:

- Honor past commitments, such as funding for Interstate Highway gaps and previously approved full funding grant agreements for transit projects.
- Recognize that the region has several central cities and seek allocation of discretionary funds that would allow the transit needs of the central cities to be addressed.
- Seek funding to address extraordinary federal requirements, such as the air quality conformity mandate.
- Seek funding that recognizes the region's contribution to the nation, especially in regard to international trade.

On the basis of these objectives, a program of projects has been selected from the \$144 billion, 25-year Regional Transportation Plan. Investing in these projects is a sound expenditure, as each dollar of investment will yield \$4.44 of benefits. Moreover, the RTP relies primarily on local revenues, as 70 percent of the region's transportation revenues comes from local taxes to maintain the existing regional transportation system and to meet the cost of projects included in previous plans. In addition, \$20 billion of RTP projects will be funded by private resources employing the innovative financing techniques authorized in TEA-21.

The consensus program will allow Southern California to plan and program transportation improvements that protect the existing infrastructure, maximize the performance of past investments and meet pressing needs for new capacity.

D-R-A-F-T Southern California's Consensus Program

**Southern California's Consensus Program of Projects TEA-21 Reauthorization
NO PRIORITY ORDER INDICATED**

Project	Description	Amount	Comments
Fund a full funding grant agreement for the Exposition LRT.	LACMTA project to extend rail service from LA CBD to Robertson/Venice Blvd. Intersection.	\$315.6 million for full funding agreement to cover 50% of cost.	This would entail garnering previously pledged federal new starts funding – to assist in funding alternatives to the original Mid-City and Eastside segments.
Fund a full funding grant agreement for the Eastside LRT.	This would link densely populated East Los Angeles with the regional rail/mass transit network at Union Station.	\$547.2 million for full funding agreement to cover 60% of cost.	This would entail garnering previously pledged federal new starts funding – to assist in funding alternatives to the original Mid-City and Eastside segments. More recently, the FTA recommended the Eastside LRT for a multiyear funding commitment (FFGA).
I-405:	HOV Lanes from Route I-10 to Route US 101	\$3.6 million	
Route I-5:	Add 1 Mixed Flow and 1 HOV Lane from Rosemead (I-605) to Orange County Line	\$222.3 million	
Route I-5 HOV Improvements	Route 134 to Route 170	\$182.7 million	
Authorize a full funding grant agreement for the Orange County CenterLine.	11.4 miles from UC Irvine to Santa Ana.	\$750 million for 50% of the project's cost.	This is the first urban rail transit system in Orange County. The system connects the UC campus with the Santa Ana Transportation Center and serves some of the highest density neighborhoods in the region.

D-R-A-F-T Southern California's Consensus Program

Southern California's Consensus Program of Projects TEA-21 Reauthorization

Project	Description	Amount	Comments
SR-91 Widening	This project widens SR-91 from Mary Street through the City of Riverside to the SR-91/SR-60/I-215 interchange by adding one HOV lane in each direction.	The request is for \$100 million and the total project cost is estimated to be \$170 million.	This project is a Traffic Congestion Relief Project and is currently programmed in the 2002 RTIP (design & engineering portion only).
SR-91 Widening	On SR-91, add one general-purpose lane (or auxiliary lane capacity) in each direction including interchange improvements and freeway to freeway connectors from SR-55 to Riverside County line.	Total federal request: \$221.3 million Total project cost is estimated to be \$250 million. Total request assumes 88.53% federal share	Preliminary planning pending acquisition of 91 Express Toll Lanes and elimination of "non-compete" provision in the franchise agreement. This project would improve the SR-91 freeway speeds along a ten-mile stretch in Orange County to reduce peak period commute times between Orange and Riverside Counties. This project has been nominated for inclusion in the 2004 Regional Transportation Plan.
SR-57 Northbound Truck Climbing Lane	Add truck-climbing lane northbound from Lambert rd to LA County line.	\$66 million.	This project would reduce delay on SR-57.
Commit funding to the I-710 completion	A 6 mile extension of I-710 from I-10 to I-210.	\$1 billion.	This extension will complete the backbone regional highway network; facilitate the movement of trade from the ports to destinations to the north; make an important contribution to meeting the air quality conformity requirements.

D-R-A-F-T Southern California's Consensus Program

Southern California's Consensus Program of Projects TEA-21 Reauthorization

Project	Description	Amount	Comments
Route 60 truckway	An exclusive truckway from the Ports of Los Angeles and Long Beach to the distribution centers located in the Inland Empire.	\$3 billion for public funding component of the \$4.3 billion project.	This will allow the development of a public/private venture to finance a dedicated truckway. With truck volumes expected to increase by nearly 60% the separation of trucks from other traffic will benefit both the shipping industries as well as other users of the highway system.
Alameda Corridor East Improvements	A major trade corridor program to mitigate extreme delays caused by increased transcontinental rail traffic from the ports at at-grade highway and arterial crossings.	\$1.25 billion, 50% of the project's unfunded need per the AB2928 Study.	Eastern Los Angeles, northern Orange, western Riverside, and western San Bernardino counties, an area with a population of more than 5 million, are experiencing frequent and increasing delays at railroad crossings, reflecting the rapid increase in freight rail traffic between the ports and the rest of the nation.
Colton Crossing	A rail-to-rail grade separation for the at-grade rail crossing that currently constitutes the most serious freight rail bottleneck between the ports and the rest of the United States.	\$30 million, 50% of project's cost. Another \$30 million would be needed from the railroads to complete the project.	Project will grade separate the east-west rail lines of the Union Pacific extending toward Arizona and Texas from the combined Burlington Northern/Santa Fe and Union Pacific rail lines that extend north and east toward the Midwest and Chicago to reduce train congestion delay which will benefit both rail freight and commuter rail.
Interstate 15 Truckway: northeastern portion of exclusive truckway system connecting the ports and the Los Angeles Metropolitan area with the Great Basin and Rocky Mountain states.	Exclusive truckway in the Regional Transportation Plan from the eastern terminus of SR-60 truckway through Cajon Pass.	\$1.5 billion.	Facilitates interstate freight movement from the ports to northeasterly destinations on one of the three major interstate freight corridors that connect Southern California with the rest of the nation (others are I-5 and I-10).

D-R-A-F-T Southern California's Consensus Program

Southern California's Consensus Program of Projects TEA-21 Reauthorization

Project	Description	Amount	Comments
I-215 widening	I-10 to SR-210	\$100 million.	
Reconstruction of unsafe and deficient freeway interchanges along Interstate 10 and Interstate 15 impacted by heavy truck volumes.	Address serious interchange deficiencies and safety issues, including queuing of trucks onto mainline freeway lanes, by reconstruction of deficient interchanges serving inland distribution centers and cities.	\$200 million, 50% of unfunded need.	
San Jacinto Commuter Rail Line	The initiation of a new service, the San Jacinto Line.	\$70 million.	Riverside County is an important regional commuter rail market and will increasingly be so due to population growth.
Upgrading Metrolink	Various Metrolink Improvements	\$177 million.	Various improvements including the Eastern Area Maintenance Facility, selective double tracking on critical route segments, signal improvements, and communication system improvements.

* Proposed "Small Starts" program will be used for seeking ongoing authorization for the San Bernardino Line improvements.

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D-R-A-F-T Southern California's Consensus Program

Southern California's Consensus Program of Projects TEA-21 Reauthorization

Project	Description	Amount	Comments
SR-78/Brawley Bypass	Construct 18 miles of 4 lane expressway with interchange and signalization	\$18.0 million for full funding agreement to cover remaining 17 % of cost	Reduce traffic impacts within the County and the City of Brawley. Last project in a series to provide a complete expressway from the US/Mexico border to I-10 in Riverside County. Completes the inter-regional and international movement of goods on the NAFTA Network (NET) and is designated as a part of the International Border Trade Corridor (IBTC) and the International Corridor of Economic Significance (ICES)
SR-98 Corridor Improvements			
<ul style="list-style-type: none"> Widening and Realignment (SR-111 East to SR-7) 	Widen 8 miles from 2 to 4 or 6 lanes	\$77.5 million for full funding agreement to cover remaining 86 % of cost	Reduces traffic impacts within the County and City of Calexico. Connects the New Port of Entry to I-8 and SR-111. Completes the inter-regional and international movement of goods on the NAFTA Network (NET) and is and is designated as a part of the International Border Trade Corridor (IBTC) and the International Corridor of Economic Significance (ICES). Traffic projections indicate a 45% increase in traffic by 2020.
<ul style="list-style-type: none"> Widening and signals (Kloke Rd. to SR 111) 	Widen 1 mile from 2 to 4 lanes	\$7.0 million for full funding agreement to cover remaining 78 % of cost	
I-8/Imperial Avenue Interchange Improvements	Reconstruct Interchange to provide access where none currently exists	\$15.5 million for full funding agreement to cover 67 % of cost	Connects the Northern and Southern portions of the City of El Centro allowing for regional access to existing and future development. Traffic projections indicate an increase of traffic by 50% by the year 2020.

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D-R-A-F-T Southern California's Consensus Program

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Project	Description	Amount	Comments
Install Transportation Management System throughout Ventura County.	TMS technology to implement Ventura County's comprehensive ITS Program	\$20 million for installation of sensors, control systems and related technologies.	Ventura County has an extensive voter-approved smart growth program to balance growth with available transportation capacity and minimize the need for additional highway infrastructure.
Port Intermodal Access Improvement Project (Port of Hueneme) Phase II	Construct On-Dock Intermodal Rail Yard, Railroad Grade Separation, and road improvements.	Total of \$17 million including \$3 million for On-Dock Intermodal Rail Yard, \$10 million for Grade Separation, and \$4 million for road improvements.	Phase I was funded through ISTEA and TEA-21 earmarks, as well as local funds. Local entities have committed \$60 million for this project.
Piru Rail Bridge and Track Restoration	Restore historic Piru Creek Rail Bridge to reestablish railroad service	\$4 million to repair and reinforce bridge and abutments, as well as to restore tracks.	Project will complete rail corridor from Ventura to Santa Paula, Fillmore, Piru, and Rancho Camulos, facilitating connection to Santa Clarita in Los Angeles County. This will enhance local tourism and economic development. Local agencies are also building a parallel bike path using CMAQ funds.
Route 118 Freeway Widening from Tapo Canyon Road to Route 23	Add one freeway lane in each direction on nine-mile freeway segment.	\$115 million for final design, right-of-way and construction, including bridge widenings, median safety barriers, and soundwalls.	Project is a high local priority due to need for congestion relief. Preliminary engineering is fully funded with available State and Federal funds.

D-R-A-F-T Southern California's Consensus Program

Southern California's Consensus Program of Projects TEA-21 Reauthorization

Project	Description	Amount	Comments
CETAP Riverside County to Orange County Corridor	Continue planning, studies, and preparation of environmental document partial land acquisition.	\$100 million.	Addresses congestion problems of SR-91, the only highway corridor between jobs-rich Orange County and housing-rich Riverside County.
CETAP Moreno Valley to San Bernardino Corridor	Project development costs including environmental document preparation and land acquisition.	\$50 million.	Continues phase 1 for a new alternative transportation corridor to the I-215 between Riverside and San Bernardino counties.

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